

1-33. (CANCELED)

- < 34. (CURRENTLY AMENDED) A ~~six-gear or seven-gear~~ dual-clutch
< transmission (1, 30) having at least six gears, the dual-clutch transmission comprising:
two clutches (K1, K2), an input side of which are connected with a drive
shaft (2) of a prime mover and an output side of which are connected with each of two
input shafts (3, 4) disposed coaxially to each other;
first and second countershafts (5, 6) upon which are rotatably supported
gear wheels designed as idler wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36);
gear wheels non-rotatably situated upon said two input shafts (3, 4) and
designed as fixed wheels (11, 12, 13, 14, 33, 37) which are in tooth contact with said
idler wheels (7, 8, 9, 10, 15, 16, 17, 34, 35, 36);
coupling devices (22, 23, 24, 25, 31, 32) non-rotatably and axially movably
< supported upon said first and second countershafts (5, 6) and movable by ~~means of~~
setting devices, and fastened respectively on said first and second countershafts (5, 6)
output gear wheels (18, 19) which are in tooth contact with an output toothing (20) on
a differential transmission (21),
wherein a first and second fixed wheels (13, 14) are situated upon an input
shaft (3) and at least one other fixed wheel (respectively 12 or 37) is situated upon the
other input shaft (4) for respectively driving two idler wheels (8, 15 and 35, 36; 9, 16;
10, 17).

- < 35. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch
transmission according to claim 34, wherein the first and second fixed wheels (13, 14)
are fastened on said input shaft (3) designed as a hollow shaft while the at least one
other fixed wheel (12) sits upon said second input shaft (4) designed as solid shaft.

- < 36. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch
transmission according to claim 34, wherein said idler and fixed wheels of a highest
gear (G6 or G7) and of a third highest gear (G4 or G5) can be driven by an input shaft
other than that of said idler and fixed wheels of a second highest gear (G5 or G6) and
of a fourth highest gear (G3 or G4).

- < 37. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch
transmission according to claim 34, wherein idler wheel (16 or 36) of a highest gear (G6
or G7) and idler wheel (15 or 16) of a second highest gear (G5 or G6) are situated upon
said second countershaft (6) while idler gear (9 or 35) of a third highest gear (G4 or G5)

and idler wheel (8 or 9) of a fourth highest gear (G3 or G4) are supported on said first countershaft (5).

- < 38. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein an idler wheel (17) for a second gear (G2) and an idler wheel (10) for a reverse gear (RG) are situated upon first and second countershafts (5, 6) and can be driven by a common fixed wheel (14).
- < 39. (CURRENTLY AMENDED) The ~~six-gear double-clutch~~ dual-clutch transmission according to claim 34, wherein the gear wheels in the transmission, beginning from said two clutches (K1, K2) are disposed as follows: a reverse gear (RG) and a second gear (G2), a fourth gear (G4) and a sixth gear (G6), a third gear (G3) and a fifth gear (G5), the same as a first gear (G1).
- < 40. (CURRENTLY AMENDED) The ~~six-gear double-clutch~~ dual-clutch transmission according to claim 34, wherein said gear wheels in the transmission, beginning from said two clutches (K1, K2), are disposed as follows: a reverse gear (RG) and a second gear (G2), a fourth gear (G4) and a sixth gear (G6), a fifth gear (G5) and a seventh gear (G7), the same as a first gear (G1).
- < 41. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein first and second countershafts (5, 6) are disposed paraxially or forming an angle with said two input shafts (3, 4).
- < 42. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein distances of both first and second countershafts (5, 6) from an inner input shaft (4) designed as a solid shaft and from the input shaft (3) designed as a hollow shaft are different and that said output gear wheels (18, 19) upon said first and second countershafts (5, 6) form with the output toothing (20) upon a differential transmission (21) reduction ratios of a different magnitude.
- < 43. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein output gear wheels (18, 19) are situated on ends of said first and second countershafts (5, 6) pointing to said two clutches (K1, K2).
- < 44. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein gear wheels of a third gear (G3) and of a fifth gear (G5) are different in the six-gear dual-clutch transmission (1) from a seven-gear dual-clutch transmission (30) which is otherwise to a great extent similarly built.

- < 45. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein one of linear gears or non-linear gears are driven by an outer input shaft (3) designed as a hollow shaft.
- < 46. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein a fourth gear (G4) and a reverse gear (RG) with a common coupling device (23) can be non-rotatably connectable alternatively with said first countershaft (5), the same as a second gear (G2) and a sixth gear (G6) with another common coupling device (25) alternatively with said second countershaft (6).
- < 47. (CURRENTLY AMENDED) The ~~six-gear~~ dual-clutch transmission according to claim 34, wherein a first gear (G1) and a third gear (G3) with a common coupling device (22) are alternatively non-rotatably connected with said first countershaft (5) and a fifth gear (G5) with another coupling device (24) with said second countershaft (6).
- < 48. (CURRENTLY AMENDED) The ~~seven-gear~~ dual-clutch transmission according to claim 34, wherein a first gear (G1) and a fifth gear (G5) with a common coupling device (31) are non-rotatably connectable alternatively with said first countershaft (5), the same as a third gear (G3) and a seventh gear (G7) with another common coupling device (32) with said second countershaft (6).
- < 49. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein the coupling devices (22, 23, 24, 25, 31, 32) are designed as positive fit dog clutches or as shifting sets.
- < 50. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 49, wherein each one of said coupling devices (22, 23, 24, 25, 31, 32) comprise a sliding sleeve axially movable upon the respective first and second countershafts (5, 6) but non-rotatably connected therewith and synchronizer rings disposed to the right and left thereof.
- < 51. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein idler gear wheels (7, 17, 10) of a first gear (G1), of a second gear (G2) and of a reverse gear (RG) are situated in an area of front sides of the transmission housing.
- < 52. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein gear wheels (7, 17, 10) of a first gear (G1), of a second gear (G2) and a reverse gear (RG) are located in a central area of the transmission.

- < 53. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein a first clutch (K1) situated closer in direction to the prime mover is provided as a starting clutch for a first gear (G1).
- < 54. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein a second clutch (K2) farther removed from the prime mover is provided as a starting clutch for a reverse gear (RG).
- < 55. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein the two clutches (K1, K2) are designed as powershift clutches, preferably as multi-disc clutches or as dry one-disc clutches.
- < 56. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein said two clutches (K1, K2) are situated paraxially or coaxially with each other.
- < 57. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein a separate starting element, preferably one hydrodynamic torque converter, is situated according to driving technique between said drive shaft (2) of the prime mover and the input side of said two clutches (K1, K2).
- < 58. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 57, wherein output sides of said two clutches (K1, K2) of said two input shafts (3, 4) are non-rotatably interconnectable by means of a shifting device (38) for performing a starting operation.
- < 59. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein a torsional vibration damper is situated between said two clutches (K1, K2) and the drive shaft (2) of the prime mover.
- < 60. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein said first and second countershafts (5, 6) and at least one of said two input shafts (3, 4) are connected with a non-wear brake (retarder).
- < 61. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein on both first and second countershafts (5, 6) and at least on one of said two input shafts (3, 4) and at least one other gear wheel is situated for driving auxiliary units.
- < 62. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 61, wherein with said first and second countershafts (5,

6) and at least one of said two input shafts (3, 4), at least one electric generator can be driven.

- < 63. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein a generator can be driven from the input side of said two clutches (K1, K2).
- < 64. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein said differential transmission (21) is designed as a power-divider differential transmission or as a length-divider differential transmission.
- < 65. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 34, wherein the setting device for actuating said coupling devices can be actuated manually or with servo assistance.
- < 66. (CURRENTLY AMENDED) The ~~six-gear or seven-gear~~ dual-clutch transmission according to claim 65, wherein said setting devices actuatable with servo assistance have piston-cylinder systems actuatable by a hydraulic or pneumatic pressure medium.

In the outstanding official action, the Examiner required an election of species under 35 U.S.C. § 121 between the following alleged patentably distinct species of the invention:

- I. Transmission 1: Fig. 1; or
- II Transmission 2: Fig. 2.

Reconsideration of this requirement for election of species is respectfully requested in view of the following remarks.

The Applicant believes that the present invention contains two embodiments of a single inventive concept. Both species contain the features presently recited in claim 34 which is now currently believed to be generic to both species of the invention. Moreover, the Applicant believes that claim 34 is allowable and consequently both species of the invention should be prosecuted in one and the same application for efficiency reasons. It is respectfully submitted that the two species of the invention represent similar ways of obtaining the same desired results disclosed within this application.

Notwithstanding the above, in order to fulfill the Examiner's request, the Applicant provisionally elects, with traverse, to prosecute the species of the claimed invention shown in Figure 1 of the drawings. The Applicant also provisionally elects, with traverse, claims 34-39, 41-43, 45-47, 49-57 and 59-66 which are believed readable on the elected species to be prosecuted on the merits.

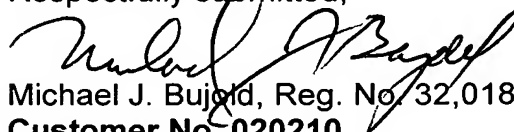
The Applicant does not waive any rights with respect to the non-elected species and does not intend to abandon that subject matter. If the Examiner makes the election requirement final, the Applicant respectfully requests that the non-elected species be withdrawn from further consideration but remain in this application subject to reinstatement, in the event that a generic claim is allowed, or for possible filing of a divisional application(s).

In view of the foregoing, it is respectfully submitted that the outstanding election of species requirement should be withdrawn and examination of all claims pending in this application, on the merits, is respectfully requested at the present time.

10/771,723

In the event that there are any fee deficiencies or additional fees are payable, please charge the same or credit any overpayment to our Deposit Account (Account No. 04-0213).

Respectfully submitted,



Michael J. Bujold, Reg. No. 32,018

Customer No. 020210

Davis & Bujold, P.L.L.C.

Fourth Floor

500 North Commercial Street

Manchester NH 03101-1151

Telephone 603-624-9220

Facsimile 603-624-9229

E-mail: patent@davisandbujold.com